



629 N. Hospital Drive
Jacksonville, Arkansas 72076

April 15, 1983

From: Roy E. Sword
President, FCA

To: All Members of The Falcon Club of America.

In the April issue of the Falcon News an article was printed about the originality of the Falcons in the Falcon Club of America.

We Would like to state this article is only one members opinion. This is not the opinion of the Falcon Club of America.

The Falcon Club of America was formed to support all Falcons built by the Ford Motor Company from the years 1960 thru 1970.

Original and modified Falcons will continue to be featured in the Falcon News and will be welcome at all FCA meets.

This letter is also the opinion of all the club officers and the Board of Directors.

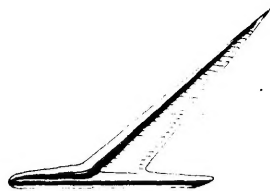
Roy E. Sword

President, FCA

The

Falcon

News



Vol. IV, Number 9, April, 1983

The Falcon Club of America, Inc., is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR 72076.

The Falcon News is published monthly with information from its members. All ads must be sent to the Editor by the 15th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

Falcon Club of America Officers

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029

Vice-President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076

Tour Chairman: Pat Sword, 629 N. Hospital Dr., Jacksonville, AR 72076

Editor: Raymond D. Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228

Assistant Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL 32304

Partsmaster: James E. Hatcher, 8301 W. 92nd Terr., Overland, KS 66212 (SASE required for reply)

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024



Board of Directors (Number of Years in Term)

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (5)

Shrable Williams, Rt. 5, Box 999, Benton, AR 72015 (4)

Glen Blubaugh, 5420 Buchanan Trail E., Waynesboro, PA 17268. (3)

Fleming Horne, 7646 Memphis-Arlington Rd., Memphis, TN 38124 (2)

Barby Brunken, 3236 Amherst, Dallas, TX 75225 (1)

The Club Store Items

Memo Pad ("Falcon Club of America" imprint)..... \$.50

Key Chain ("Falcon Club of America," red on white)..... .50

Hat..... 5.00

Decal (National Club window decal)..... 1.00

T-Shirt (Child: S-M-L; Adult: S-M-L-XL)..... 5.50

Patches: National Club Patch (3" round)..... 2.00

Ford Falcon (oval, blue and gold)..... 2.00

Falcon (rectangular, 2" x 4", red & gold)..... 2.00

Sweat Shirts (Men's, Ladies, grey with red)..... 12.00

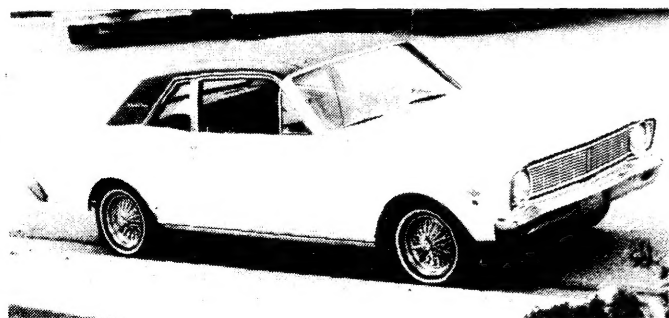
V-Neck T-Shirts (large only)..... 7.50

Ladies Blouses..... 7.50

60-63 Reproduction Shop Manual (includes V 8)..... 30.00

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to: Pat Sword, Tour Chairman, 629 N. Hospital Dr., Jacksonville, AR 72076.

Note to All Members: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



PRESIDENT'S MESSAGE:

Spring is here! It is finally time to get the cars ready for driving, showing, and sharing with your fellow Falcon lovers.

Car shows: try to get our Falcons in some. Many shows appreciate all the cars they can get and will be glad to have you show your car. If you just go to a show and don't have your car in it be sure to park your Falcon in a highly visible place for all to enjoy.

If you need more FCA windshield cards drop me a line and I will send you some more.

If you have your August plans ready, great! If not, take the time to plan your trip now. It is going to be a super meet.

FROM THE ASSISTANT EDITOR:

Hello! I'm your new Assistant Editor. For an opening salvo, I'd better tell you about myself. First and foremost, I've always liked Falcons. I've owned quite a few in my time, and just now I have a '63 convertible and a '65 Ranchero. I prefer sixes and I'm kinda partial to the old two speed Fordomatic. I'm a lawyer by profession and a Ford man at all other times.

I plan to contribute mostly to the technical aspects of our hobby, but I would write on any subject to do with Falcons.

I have two articles in the writing; each will appear as a several part series. The first will be a step by step procedure of a rebuild of the Fordomatic. The second will be a step by step procedure of how to deal with insurance companies on damaged, destroyed, or stolen collector cars.

I hope that my contribution will enhance everyone's enjoyment of keeping our timeless Falcons on the road. I will enthusiastically receive suggestions and I hope to establish a two way communication with the mem-

bership.

In the meantime, don't throw away that old two speed — even if it only drives in one!

COVER PHOTOS:

1966 Sports Coupe: Restored by Falcons Unlimited, 1634 Fairwood Ave., San Jose, CA 95125. H. John Bruno, #490.

COMMENTS FROM THE EDITOR:

This month it is my pleasure to have a guest editorial by Dick Kitterman, #360, who is starting up our new Technical Committee.

"What should we do about the FCA member who — perhaps with great care, skill, originality and expense — modifies his Falcon and then:

-sends pictures and a write up to the falcon News?

-uses it as a topic at a Chapter event?

-proudly brings it to the National Meet?

My position is simple: as an individual that person has the right to do anything that he wishes to any property of his as long as it is not illegal or harmful to others. That includes taking the rarest, most cherry Falcon on earth, brush painting it livid puce, sprinkling it with glitter and mounting air horns on the hood that play "La Cucaracha". It is neither my right nor my duty as an individual to do or say one thing about it.

BUT — and I draw an equally clear line here — this modified Falcon (plus related pictures, articles, discussions) has absolutely no place in anything relating to the Falcon Club of America. This club, of which I am a member, is "dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970". Anything the club does to include individual owner modifications in any club event or publication is, by definition, contrary to the reason

the club exists. Therefore, the club can not support these modifications and, as a club member, I can not support including them in anything that relates to the FCA.

Let's take another view of this situation. A car club like the FCA is the main forum where people interested in a particular marque can gather to exchange technical and historical information. Perhaps parts or literature are sold or swapped along with the usual yarns. Connections are often made for mutual assistance or capable commercial firms are noted.

If the purpose of the people involved in the above club activities were ad lib modification of the marque, there would be no need for a club that focuses on the marque: all that is needed is information or parts that facilitate making the modification.

Looked at from the other side, if the club is indifferent to being the central point for focusing on modifications, what will cause technical and historical information to be gathered and exchanged as a vital club activity? And, if that doesn't happen, what will the club members eventually have in common to bring them together? In my opinion, the only common bond is the automobile as it was built. When that bond is broken, the club inevitably falls apart, however long it may take.

So, I say: we can do whatever we want as individuals. But, as FCA members, the only thing with which we can allow the club to concern itself with is the Falcon as it was built by the Ford Motor Company from 1960 to 1970."

Fellow FCA'ers: Lets' keep it stock!

Dick Kitterman

Thanks Dick!

Ray

UPDATE:

April 9 and 10: Portland Swap Meet

at the Expo Center in Portland, Oregon. Over 2500 vendors.

May 28: May in Memphis Flea Market and Car Show. All Falcon automobiles welcome. Trophies will be awarded. The entry fee is \$5.00 in advance and \$8.00 on the day of the show. Entry will include free admittance for two to the car show, flea market, and a May in Memphis dash plaque.

June 5: North-East Mini Meet, Burlington, VT. To be held under cover from 10 to 5 in the South Winooski Avenue parking garage. Formation of a FCA chapter will be discussed. For more information send a SASE to Howard Stearns, #714, 4 Faith Street, Burlington, VT 05401

CHAPTERS:

Dixie Land Chapter:

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134

The Lone Star Chapter:

Barby Brunken, 3236 Amherst, Dallas, TX. Meets every 3rd Sunday. For information call (214) 361-0115

The Founder's Chapter:

Ben Sivils, RT 4, Box 521K, Russellville, AR 72801. Last Sunday of the month.

The Gateway Chapter:

Tom O'Dell, 417 Valley View, East Alton, IL 62024

The Rocky Mountain Chapter:

Carl MacDonald, 1765 Carmel Dr., Colorado Springs, CO 80910

Northwest Falcons Chapter:

Edward G. Murphy, 100-137th S.E., Everett, WA 98204

Sacramento, CA area:

David Westerman, 6501 Halifax St., Citrus Heights, CA 95610

CHAPTER NEWS:

GATEWAY CHAPTER: The Gateway Chapter met at Pantera's Pizza in St. Louis on February 27th for our monthly meeting. We had 22 people in attendance. We made a decision on club patches and club t-shirts and we think that we may have a club sponsor. We also plan to volunteer our club to help a local

public television station in a charity benefit. The biggest news from our club is that we made a bid to the FCA to host the 1984 National Meet in St. Louis.

DIXIELAND CHAPTER:

The February meeting was held at the Raleigh Pizza Parlor with eleven people in attendance. We talked over plans for the May in Memphis Southern Area Falcon Meet. A flea market space has been rented for the use of chapter members during the four day swap meet. We are really getting excited about this event and hope to make it an annual affair. Brass T productions says that all of the paved swap meet spaces have already been reserved. Since the Flea market runs for four days, and the show is only one day, we will have plenty of time to look for goodies and enjoy the meet. All Falcons are welcome.

Here is a listing of members who are interested in forming chapters. Look them up if you are interested.

Todd Wallbaum
PO Box 136
Ashland, IL 62612
Neal R. Anderson
4N928 Brown Road
St. Charles, IL 60174
Larry Wilson
RR #4 Box 116
Alexandria, IN 46001
ED Bucholz
RR #1 Box 61
Lake Village, IN 46349
Jack Rans
4530 Crittenden
Indianapolis, IN 46205
Ken Kenoyer
R #1
Cumming, IA 50061
Milton L. Robar
Rt. 67
Palmer, MA 01069
Phil Cottrill
131 Ash Lane
Elkton, MD 21921
Jack Boyd
RR #10
Winston Salem, NC 27107

Lynn Whitefield
144 Chippendale Dr.
Hendersonville, TN 37075
Roger Carter
41700 SE Loudon Rd.
Corbett, OR 07019
Mike Buckner
5005 53rd St.
Lubbock TX 79238
James T. Trevino
6527 Timberhill
San Antonio, TX 79238
John Pollard
4313 Lynnvillle Crescent
Virginia Beach, VA 23452
Edward G. Murphy
1001 137th S E
Everett, WA 98204
James Sommerfeld
6720 W. Adler
Milwaukee, WI 53214
Tom Botkin
13196 W. Utah Ave
Lakewood, CO 80228

MEMBERS WRITE:

Any democratic organization that plans to succeed must be governed by a common sense majority rule.

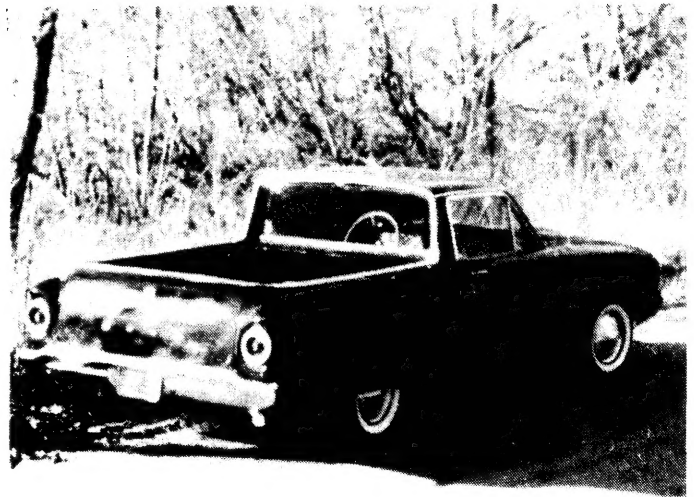
Majority rule is guided by the time, locations and feelings of that majority.

When the Falcon Club of America was formed the majority of that group set forth rules and by-laws that were acceptable for that period.

We accept the inevitability of change in the times, location and the feelings of the FCA members. Therefore here is what we propose:

If there is a by-law that you think should be deleted, added to, or changed in any way or a new by-law added or a legitimate complaint about the club here is what we have:

1. At the top of the page state in as few words as possible the subject of the letter (for filing)
2. Date.
3. Explanation to proposed change or addition to by-laws or any



complaint.

4. Full signature and FCA number. If the letter represents a Chapter the letter must be signed by all officers on record with the FCA Secretary and the chapter minutes must reflect a full vote of the members.
5. All letters must be typewritten.

You have my assurance that all letters will be presented exactly as written and in an unbiased manner to the rest of the Board of Directors at our next meeting in Dallas.

All correspondence must be in by the 1st of August and sent directly to me at 417 Valley View, East Alton, IL 62024

Tom O'Dell
Member, Board of Directors
Chapter Coordinator
Falcon Club of America

Ed's note: Thanks Tom! Last month I made reference to Tom setting the agenda for the meeting. I was wrong, Tom is setting the agenda for the next Board of Directors Meeting to be held at the National Meet. Sorry for any confusion.

Ray

Enclosed are pictures of my two Falcons, both are 1961s and both are stock. The Ranchero is Raven black, equipped with

the 170 six, three speed manual and 3.50 rear end. It's odd in that it is factory stock with the anodized "gold birds" on the front fenders, ahead of the Ranchero script. Seven years were spent in search of a good restorable '61 Ranchero. I found mine through a want ad in Hemmings Motor News in April 1979, in Philadelphia. It required nearly three years of research and restoration time, because when I bought it, it was in the process of being "personalized" into the ground with a '69 Mustang 302 and a C-6 automatic. Fortunately the excellent body had not yet been savaged. I've restored it with professional help from the ground up, using NOS parts and mechanical components almost exclusively.

The second '61 is the first and only model 78A Sedan Delivery I've ever seen. I bought it on Valentines' Day from another FCA member, Mr. R. M. Vincent, who lives in Louisville, NE. I drove it back to Wisconsin and proceeded with another 100% ground-up, stone-stock restoration. In mid July it was my honey-moon car, carrying my bride and I 5,500 miles, trouble free, from Northern Wisconsin to Chicago and then on out to British Columbia, via secondary roads, including nearly every National Park and Monument in the mid-western and

western U.S., plus several of the largest and spectacular parks in British Columbia, Canada, and Alberta. The Sedan Delivery is powered by the 144 c.i. Economy Six, three speed transmission and the 3.50 - 1 rearend ratio. Never did the small motor falter, whether it was above-the-posted-limit highway cruising or climbing the steepest roads in the Cascade mountains or the Rockies. Even the "Going to the Sun" scenic road in Glacier National Park was never a problem.

The S.D. is typical, however, of the several six-cylinder early Falcons I've owned, in that they all proved to have more than sufficient power for practically any everyday event. No, it's not a drag racer, nor will it ever be, and the same is true of the Ranchero. Both of my restored, authentic originals will, however, do any job they were designed to do with ease and dignity including causing people to stop dead in their steps to watch them pass by. And the two cars were restored to "just be themselves" as it were.

Kenneth M. Hustvet #200

FALCONS FOR SALE:

'65 4-door sedan, clean, no rust, perfect to restore, \$1,100. Val Jean Thomas, 1001 Laura Lane, Marion, IL 62959 (618) 993-6537 after 5 PM

'64 Futura 4 door, 170 automatic, no rust, mech excellent, white w/red interior \$1250.00. '65 Futura 4 dr wagon, 200, auto., radials, no rust, good cond., \$1250.00. Call or write Walt Lowrance, PO Box 166, Redvale, CO 81431 (303) 327-4637

'64 Futura 4 door, 170 auto, fair cond., needs bodywork on right qtr and interior work, good mechanically, \$500.00 Dave Jones, Box 302, Paradox CO 81429 (303) 859-7215 (weekends only)

'64 Sprint convertible, straight drive, 289 V-8 (not original), engine completely rebuilt, re-bored, new pistons,

rods, drive shaft and all within the last two years. New clutch just installed. Interior needs repairs to front seat. Good top, great Michelin tires. No rust, all trim intact. Price not known, lead from Don Bentley, 130 Ferncliff Drive, Williamsburg, Va 32185

'63 Futura convertible, power top, 170 auto, red, \$500.00. Steve Tuma, 620 N. Euclid, Oak Park, IL 60302 (312) 383-4258 after 5 PM

'62 Squire. All original. Mechanically strong with recent new clutch, set up for trailering, with HD shocks/springs. Original white paint is in excellent condition. Woodgrain on the driver's side is good, sun blistered on passenger side. Several NOS woodgrain moldings are included. The red/white interior is showroom new. Car cruises smoothly and comfortably on 14" wheels with nearly new WSW radials (the original wheels, tires, and hubcaps are included), and will give 22-23 MPG on regular fuel. Original rust free Southern car that has been especially well cared for. A fine dependable, collectable, and driveable original Falcon. \$3,500.00 or best offer. Pictures on request. Jim Lungwitz, 1927 Brookdale Drive, Colorado Springs, CO 80907

'61, engine knocks but has had the following work done on car. New carb, new exhaust, new tires, re-arc leaf springs, new shocks, good battery, new generator, rebuilt brakes. 4 door, 170, auto, 68,000 mi. Jim Brewer, 5343 N/E 37, Kansas City, MO 64117 (816) 455-0549 9 AM to 2PM

PARTS FOR SALE:

Sprint decal, goes on right valve cover. \$4.50 ea plus .50 handling per order. Jime Lyle, PO Box 986, Warner Robbins, GA 31099

Beautiful heavy duty vinyl Falcon fender covers. "Ford Falcon, the new-size Ford Sprint V8, Futura" logo slogans on a dark blue background. \$15.00 each, two for \$29.00 plus 15% shipping. Please make check payable to Mary-Don Noska,

133 Juniper, West Covina, CA 91791
Please mention Falcon in your request.
Ed's note: a picture was enclosed
with this ad — very nice!

Northwest Classic Falcons has some
new items for April. We have excel-
lent reproduction 60-63/64-65 glove
box liners, 4-speed floor shift trim
ring that is an exact duplicate (\$15),
4-speed shift handle reverse T-bar
(\$9), convertible top boot, 63/64-65
(\$55). And of course we have our
usual good selection of new and used
Falcon parts, including rust-free
sheet metal, for all Falcons. And
remember: "If we don't have it, we'll
find it." Call (503) 252-6513 or send
inquiry with SASE to Northwest Classic
Falcons, 137 N.E. 109th Ave., Portland,
Oregon 97220

Fordomatic 2-speed rebuilding kits with
gaskets, o'rings, lip seals, clutches
(Bronze frictions, steels) front and
rear seals, sealing rings \$50. Spec-
ify engine size and year, bands \$25 ea.,
adjustable modulator \$6.00, bushings,
washers, pumps and misc. hard parts
available. Kits, bands and parts avail-
able for small, medium case, C-4, and
C-6. David Edwards, Box 245 FC, Need-
ham Hgts., MA 02194 (617) 449-2065
evenings

260 Sprint valve covers, correct covers
without oli breather & PCV cutouts,
super chrome, no pits or discolorizat-
ion. Excellent used condition \$95.00
for the pair. Shipping included.
PLJ. Vassallo, 1117 Darby-Paoli Road,
Berwin, PA 19312

New carpet sets for all Falcons. OEM
specifications...100% nylon loop curl
with jute backing, heel pad: send in-
formation to: Tom Massarelli, 10 Young
St., Poughkeepsie, NY 12601 (914) 471-
7769

Falcon, Ranchero Interior Trim

1961-1965 NOS Seat Covers...\$150-375 set

1960-65 Carpets, Best Quality...\$140 set

1963-65 Convertible Tops.....\$125

1963-65 Convertible Top Wells...\$20-\$50

1962-65 Black, Red, Vinyl.....\$20

1963-70 NOS Cloth.....\$25

Include year, body style and trim # with
request. SASE for samples and availabil-

ity. TL Auto Interiors, 7869 Trumble
Rd., St. Clair, MI 48079 (313) 727-
2486 9AM to 7 PM

1963-65 Falcon/Comet windshield rub-
ber weatherstrip for hardtop and con-
vertible. Top quality reproduction
\$75.00 each UPS postpaid 48 states.
Will be ready for shipping April 15th,
1983. Back glass rubber for 1963-65
Falcon/Comet hardtop will be available
in late Summer. 1960-65 Falcon/Comet
windshield rubber for sedans, Ranchero,
and Station Wagons in stock for prompt
delivery at \$45.00 each UPS postpaid
48 states. Obsolete Ford Parts Co.,
"The Old Reliable", Box 787, Nashville,
GA 31639 (912) 686-2470/5101

"Falcon-the New-Size Ford" book by Ray
Miller in stock \$29.95 plus \$1.75 ship-
ping. 1960-63 Falcon Shop Manual \$29.95
postpaid, 1960-63 Falcon decal kit (w/
144 engine) \$10.00, 1963-65 Decal Kit
(w/170-200 engine) \$15.00, 1963-65
Decal Kit (w/V8 engine except Sprint)
\$20.00, 1963-65 Decal Kit (Sprint) \$20,
please add \$1.50 per order for decal
kits. Obsolete Ford Parts Co., "The
Old Reliable", Box 787, Nashville, GA
31639 (912) 686-5101/2470

PARTS WANTED:

For '64 Futura hard top (body code 63):
1-C3DZ-6342084-B rear window rubber,
1-C4DZ-6320530-A RH door opening weath-
er strip, 1-C4DZ-6320531-A LH door open-
ing weather strip, 1-C3DZ-6351222-A,
RH roof weather strip, 1-C3DZ-6351223-
A LH roof weather strip. Lauren Vander
Weude, Box 155, Nobelford, Alberta,
Canada, T0L1S0 (403) 824-3376 (collect)

For '65 Sprint hardtop: Sprint steer-
ing wheel, horn ring, and tach. We
would like to get both interior door
panels (red). I need several small
items. What do you have for a '65
hardtop? Ken Kowalk, 6138 Long Hwy.,
Eaton Rapids, MI, 48827

For '62 Squire 4 dr. Need rear bumper
and lower left front door hinge.

Richard E. O'Connell, W59 N729 High-
wood Dr., Cedarbury, W 53012 (414)

377-8609

For '63 Futura 2 dr hard top: head-

liner or material, dash pad, left arm rest, fender side chrome trim (C3DZ-16228H) left and right, rear splash rubber (C0DB-17808-B, C1KB-17808A), trim clips (C2YY06210182-A), trunk lock assembly (complete), hood ornament, chrome trim-bottom door panel left and right. Norman Dunn, 3103 Hamilton-New London, OH 45013 (513) 738-5311

For '63 convertible: one set C30Z 1130L-wire wheel covers for 1963 13" Falcon Futura, one set C3DZ 7613208A door scuff plates, one set C3DZ-7613 209A door scuff plates, Two C3DZ 762812B-rear quarter window seals, one C3DZ 7620530B-door weatherstrips, one C3DZ 7620531B-door weatherstrips. William R. Gourley, 69 Gurley Road, Edison, NJ, 08817 (201) 985-3179

For '60 Ranchero: white perforated sun visors. Have a couple of good name scripts to trade. Jack Edward, 11171 Old Pond Lane, Grass Valley, CA 95945

For '64 4-door sedan: left front standard armrest (geige); also would consider the following, any beige door panels, a complete set of contour side moulding with clips, rear rubber floor mat. All above must be in good shape. Brad Simpson, 1629 W. Cumberland Ave., Knoxville, TN 37916 (615) 974-5634 after 5 PM

Want small parts kit and/or input shaft for FAN-T transmission (1965 Ford V8 3-speed MT), and complete Ford 4-speed transmission for 1966 289 engine. Skip Goddard, 2625 West Virginia, Tucson, AZ 85746

Want upper L & R A frame with bushings NOS or comparable quality for 1963, Steering wheel Lt. Gold (88A) for 1963. Howard Stearns, 4 Faith St., Burlington, VT 05401

PARTING OUT:

Our selection of new and used parts has increased, and '63 Sprint and convertible parts are in good supply at this time. We have just about anything you would need. Write and let us know what you need with an SASE.

Or call (503) 252-6513. If we are not home, please leave message; we will return your call. Ron Boesl, 137 N.E. 109th Ave, Portland, OR 97220

Falcon parts? You bet! I specialize in good to excellent used parts with many '64-65 cars in stock being parted out and a fair selection of '60-63 parts cars in stock. My inventory changes weekly so send your requests with an SASE. Ed January, #1083, Coburg Auto Recyclers, PO Box 8405, Coburg, OR 97401 (503) 342-8347

LITERATURE:

Falcon! The New Size Ford by Ray Miller. \$29.95 ea plus \$1.75 handling. Falcon poster \$3.95 each post paid. Evergreen Press, Box 1711, Oceanside, CA 92054

The Ford Falcon 1960-1963 by Phil Cottrill. \$16.95 post paid. Rigel, Inc., 2644 Capitol Trail, Newark, DE 19711

SERVICES:

NOS, used, and reproduction parts and accessories. Specializing in '60 to '65 Ranchero. Parts locating service available. Large 2 stamp SASE please. Roy Thompson, 8422 E. Cortez, Scottsdale, AZ 85260 (602) 998-8624

Plastic chrome plating, using the original vacuum metalizing process, is available for all Falcons. Professionals replate your plastic interior parts, ie: gauge bezels, radio covers, glove box covers, A/C vents, etc. Model parts and custom plastic parts plating available. Call or write (SASE) for our 1983 price list brochure. Bob Heil, 8925 Bristol Ct., Ypsilanti, MI, 48197 (313) 326-1858 days, (313) 485-4655 eves.

ETC:

OVERLOOKED: UPDATE: August 12-13, 4th Annual National Falcon Club of America Meet. Dallas, TX, North Park Inn. Hosted by the Lone Star Chapter. For more information call (214) 361-0115

Received word from Jack Edward about a new series that he is writing in the ANTIQUE MOTOR NEWS. He has some real nice Falcon pictures in the February 1983 issue. If you are interested in this magazine the address is 919 South Street, Long Beach, CA 90805. Copies are available from them at \$1.25 or \$12.75 a year. Jack also has his Ranchero for sale: 1960 Ranchero, 6 cyl., stick, New original "Steerhead" seat covers, shocks, tires, several spare parts, owners manual, etc. \$850.00. 11171 Old Pond Ln., Grass Valley, CA, 95945 (916) 268-0202...needs body work and paint. Jack is also the Editor of the Kaiser Frazer Owners Club Quarterly Magazine. If you have any interest in KFs, Jack is the man to see.

Neal East, 501 Westminister Ave., Alhambra, CA 91803, #396, is the president of the Falcon Club of Los Angeles and has sent several copies of their Newsletter. Neal has corresponded with myself and Tom O'Dell regarding the LA Club's relationship with the FCA. Neal has a very keen insight as to the place the Falcon takes in automotive history. If you are in the LA area take time to visit with Neal.

Due to timing problems the cut off date for this issue was 3 days early. I apologise for anything missed and hope that all will be back to normal and that includes the use of our regular typewriter. I am looking into getting the right margin feature in use somehow. Once we get that I think we will have the FN in real good shape.

President Roy Sword has started a new club. Roy picked up a '67 Corvair Monza convertible (traded his white '63 Futura convertible for it) and liked it so much he decided to form a club. The name will be the Corvair Club of America. The club will be very similar to the FCA with the exception that it will be for Corvairs instead of Falcons and will be headquartered not in Jacksonville but in Serengeti National Park in Tanzania, Africa. Now, did you really expect an April issue with out an April Fool

Joke??? Roger C. Roberts will provide next year's April Fool joke so please watch for it.

If we have a photographer out there, would you please drop me a card in regards to an article helping members take photos of their cars??

Barby Brunken, 3263 Amherst, Dallas, TX 75225 (214) 361-0115, is asking for interest in a '63-64 Sprint tachometer reproduction (at a reasonable price). Let him know immediately if you are interested. Barby: the "THE Falcon" would want one!

FALCON FORUM:

Bird Tales and Other Trivia,
Part II. by Roger C. Roberts,
FCA #175

Without doubt the first Falcon to sport a V-8 engine was a 4 door sedan. The owner, an executive with Ford, had the Stroppe and Associates make the installation several weeks after the Falcon's introduction in 1959.

Perhaps the biggest question at the time was which V-8 to use. Ford had only three to offer and each was physically large. These were the 292/312 Y-blocks, 430/460 c.i. Edsel and Lincoln, and the Ford flathead that had been discontinued in 1953 after twenty one years of service. Stroppe could have slipped a CHEBBIE (Chevrolet) V-8 under the hood but doing so would have caused problems for the owner with his boss being Robert "Preppie" McNamerra. Too bad, this was the only small V-8 on the market at the time. It would have slipped into the Falcon engine compartment without modifications.

If you are not oriented with Ford history you might wonder why the small block Ford was not considered. Simple, they had not invented it yet. The 345 pound Falcon six was the first Ford engine to use thin-wall casting technology. Lessons learned from this engine were used to develop the 221 c.i. V-8. From this engine Ford went on to revamp it's entire engine line. All of Ford's current offering feature thin-wall casting.

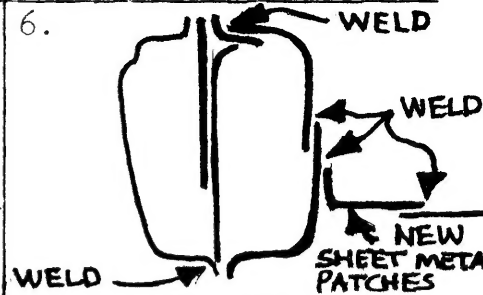
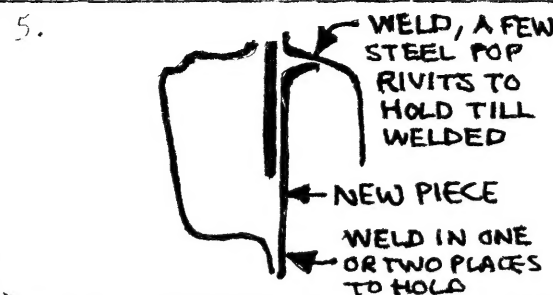
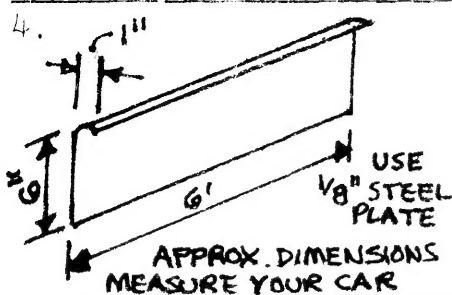
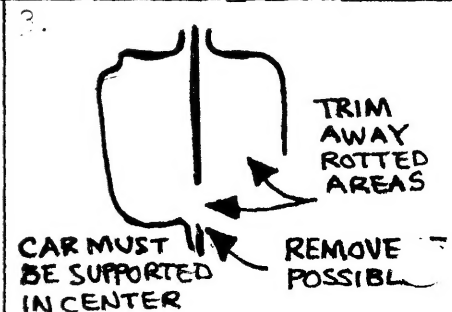
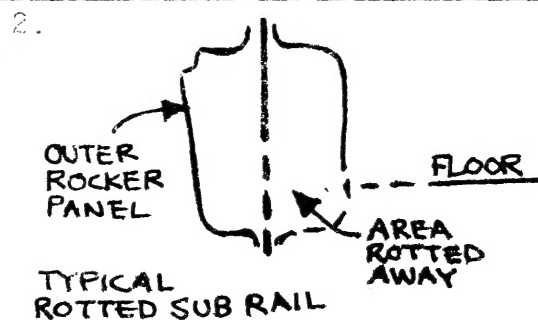
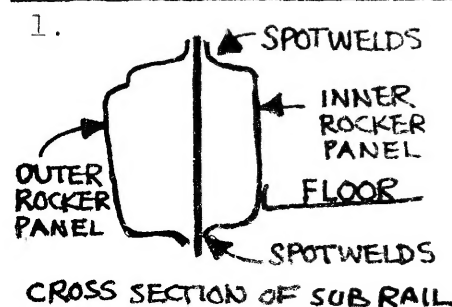
Returning, Stroppe settled for the 312 engine and Cruise-O-Matic transmission as used in the 1960 Mercury. The other two engines have since been installed in Falcons. A flathead became the power plant for an early Ranchero during the mid-70's. You might recall seeing photos of this chopped top vehicle on the West Coast show circuit.

What you have not seen are photos of the massive Lincoln stuffed into an unsuspecting Falcon sedan. This car was built in Central Ohio during the early 60's. I recall that the Lincoln engine weighs in at 800 pounds and that the shipping weight of a stock Falcon sedan is only 2288 pounds! Why the owner didn't go ahead and install a Ford V-10

tank engine or something out of the Allison or Ranger I catalogs is a wonder.

If you are interested in dropping a 312 or larger engine into your Falcon here is how they did it. The engine swap is not recommended for increasing the value of your Falcon but it will increase your bill at the gas station and tire shop. The most obvious obstructions under the hood are the monuments to Earl S. MacPherson...otherwise known as the spring towers (Earl, what happened to the front suspension crossmember??). Stroppe removed wedge shaped sections from each tower...you will have to join us again next month to do this!

Tip on rust removal, 1963 Falcon was the car but should apply to all. Tip by Louis Ironside, 366 Westwinds, Almont, MI 48003. SASE for more info. THANKS LOUIS

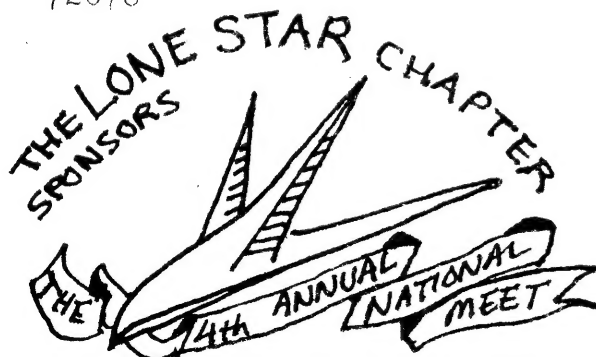


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